

# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

## Volume 5 | Technical Appendices

CFA22 | Whittington to Handsacre  
Community data (CM-001-022)  
Community

November 2013

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Community

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Department  
for Transport

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High Speed Two (HS2) Limited,  
Eland House,  
Bressenden Place,  
London SW1E 5DU

Details of how to obtain further copies are available from HS2 Ltd.

Telephone: 020 7944 4908

General email enquiries: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

Website: [www.hs2.org.uk](http://www.hs2.org.uk)

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# Appendix CM-001-022

Environmental topic:	Community	CM
Appendix name:	Community data	001
Community forum area:	Whittington to Handsacre	022

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# 1 Introduction

- 1.1.1 The community appendices for the Whittington to Handsacre community forum area (CFA22) comprise:
- community impact assessment record sheets for construction (Section 2);
  - community impact assessment record sheets for operation (Section 3); and
  - open space survey/public rights of way survey results (Section 4).
- 1.1.2 Maps referred to throughout the community appendix are contained in the Volume 5 community map book.



## 2 Community impact assessment record sheets – construction

### 2.1 Whittington Barracks sports pitches

Table 1: Whittington Barracks sports pitches

<b>Resource name</b>	Whittington Barracks sports pitches
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreation
<b>Resource description/profile</b>	There are currently five sports pitches which area regularly used by a local football club including for regular and frequent football fixtures. Planning permission has been granted (13/00574/FULM, 07 May 2013) for the refurbishment of the existing grassed sports pitches and installation of a synthetic football/hockey pitch (91.4m x 60.8m playing area) and erection of 3m and 5m high fencing, and eight floodlights. Increased usage associated with DMS Whittington is anticipated over the coming years also.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: 381 square metres of land is temporarily required for construction of the railway and embankment structure to the north of the A51 Tamworth Road and works to realign the road where it is crossed by the Proposed Scheme.  Duration: Three years and 6 months
<b>Assessment of magnitude</b>	The Whittington Barracks sports pitches would be able to continue to operate as the area of land required for construction would not include the sports pitches.  The magnitude of impact is negligible
<b>Relevant receptors</b>	Members of the public, staff and trainees at Whittington Barracks, and associated spectators using the sporting facilities.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Active football use could continue throughout construction.  Sensitivity rating: Medium, as a well used resource with limited availability for football provision for the community.
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.2 Whittington Pre-School

Table 2: Whittington Pre-School

<b>Resource name</b>	Whittington Pre-School
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Community Infrastructure – Early Years Education
<b>Resource description/profile</b>	<p>Day nursery and pre-school operating all year round and all day accepting babies through to foundation stage pre-school children. There are 26 children on roll. Before or after school care is not offered, but school children are accepted during the holidays. The facility benefits from a small outdoor play area.</p> <p>Attendees are drawn from the local area including Lichfield, Tamworth, Hopwas, Sutton Coldfield and Weeford. The majority of attendees access the facility via the A51 Tamworth Road.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation</b>	<p>Impact: An isolating impact caused by disruption to the A51 Tamworth Road during construction of the Proposed Scheme. This will only affect users travelling from the Lichfield Direction.</p> <p>Duration: Three years and 6 months</p>
<b>Assessment of magnitude</b>	<p>Continued access along the A51 Tamworth Road will remain available throughout construction and no significant delays or congestion due to the works has been identified.</p> <p>The magnitude of impact is negligible.</p>
<b>Relevant receptors</b>	Staff, attendees, and the parents or guardians of attendees.
<b>Assessment of sensitivity of receptor(s) to impact</b>	<p>The majority of attendees access the facility via the A51 Tamworth Road and would not be affected by realignment of the A51 Tamworth Road. Attendees from Whittington and Whittington Barracks would not be affected. Only those attendees from Lichfield would be affected by the works. From the user perspective, there are other nursery facilities available to serve the Lichfield area.</p> <p>Sensitivity rating: Low</p>
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.3 Whittington Heath Golf Club

Table 3: Whittington Heath Golf Club

<b>Resource name</b>	Whittington Heath Golf Club
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreational Infrastructure
<b>Resource description/profile</b>	<p>Whittington Heath Golf Club comprises an (approximately) 60ha, 18-hole golf course and Club House with associated parking.</p> <p>The course is well used, with membership drawn from the Lichfield and Tamworth areas and the course also hosts top level amateur events. Most members live within 2-10 miles of the club/course.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	<p>Impact: 82,752 square metres (8.27ha) of land is permanently required and 3,529 square metres (0.35ha) of land is temporarily required for construction of the railway and embankment structure north of the A51 Tamworth Road.</p> <p>Duration: Permanent</p>
<b>Assessment of magnitude</b>	<p>The route of the Proposed Scheme passes through the centre of the Whittington Heath Golf Club. Its construction will require the demolition of the clubhouse and the permanent loss of the car park. The railway itself will require the permanent loss of a 100m wide corridor of land through the centre of the course, effectively severing the course in two and resulting in the loss of fairways and greens within its footprint. Approximately five of the 18 holes fall wholly or partly within the boundary of land required for the construction and operation of the Proposed Scheme, leaving eight holes largely unaffected on the west side and five on the east side. This loss of land will completely compromise the function and quality of the course. Even with significant re-design, it is unlikely that there will be sufficient space to be able to accommodate 18 holes of comparable playing standard within the Golf Club's current boundary, together with replacement club house and parking facilities.</p> <p>In terms of the severance of the course, whilst the design of the Proposed Scheme makes provision for a single footpath underpass in the centre of the course, (to maintain the PRoW Whittington 16), no further bridges or underpasses are proposed. On this basis, the course will remain largely severed with very poor connectivity between the two parcels either side of the railway. Given the location of the proposed PRoW 16 underpass and the orientation of the fairways at present, it is also likely to be difficult to connect the two separate parcels on the course in a way which offers a coherent playing order and appropriate linkages with any replacement club house facilities. For these reasons, it is considered that the construction of the Proposed Scheme will effectively render continued play over 18 holes at the course impractical, substantially diminishing it's playing offer. Instead, it is assumed that only a 9-hole course can realistically be maintained on the west side of the Proposed Scheme requiring only limited shortening or modifications to one or two fairways and assuming that a suitable site can be agreed for a replacement club house and parking area.</p> <p>The magnitude of impact is high</p>
<b>Relevant receptors</b>	Members and other users (members of the public) of the golf course and associated facilities
<b>Assessment of sensitivity of receptor(s) to impact</b>	<p>The golf course is well used with a membership of around 650 drawn from the Tamworth and Lichfield areas with few alternatives nearby. Alternative comparable play is available at the Lichfield Golf and Country Club.</p> <p>Sensitivity rating: Medium</p>
<b>Significance rating of effect</b>	Major adverse – significant

## Appendix CM-001-022 | Community impact assessment record sheets – construction

<b>Resource name</b>	Whittington Heath Golf Club
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Major adverse – significant

## 2.4 Residents of Whittington

Table 4: Residents of Whittington

<b>Resource name</b>	Residents of Whittington
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Community
<b>Resource description/profile</b>	Residents of Whittington, particularly those with children of secondary school age which depend upon access to Lichfield on a daily basis in term time.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation</b>	<p>Impact: Potential disruption to journeys to access secondary schooling at Lichfield caused by works to all roads to the west of Whittington village resulting in an isolation effect of the community.</p> <p>Duration: The construction of the under and overbridges on these three roads are likely to coincide over a 12 month period with the Lichfield Road underbridge taking 16 months to complete.</p>
<b>Assessment of magnitude</b>	<p>Whittington does not have a secondary school and residents with children between the ages of 11 and 18, have to travel to Lichfield (to the King Edward VI School)</p> <p>Roads will be kept open during construction with only overnight or weekend closures likely to be required. Whilst substantial increases in construction traffic are predicted on the roads to the west of Whittington, the traffic and transport assessment has concluded that the works will not give rise to significant congestion or delays.</p> <p>Some minor rerouting around the works will be required for traffic using Lichfield Road and some roads, including Lichfield Road and Darnford Lane are likely to be crossed by construction vehicles transporting materials and equipment along the railway haul route.</p> <p>The magnitude of impact is negligible based on the conclusions in the traffic and transport assessment.</p>
<b>Relevant receptors</b>	Secondary school pupils and their families residing in Whittington
<b>Assessment of sensitivity of receptor(s) to impact</b>	<p>Lichfield is the nearest town to Whittington and many services and shops in Lichfield are accessed by residents of Whittington.</p> <p>Sensitivity rating: High, as these trips have to be made on a daily basis and there are no other convenient alternative routes that can be taken to avoid the works.</p>
<b>Significance rating of effect</b>	Minor adverse effect – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse effect – not significant

## 2.5 King Edward VI School in Lichfield

Table 5: King Edward VI School in Lichfield

<b>Resource name</b>	King Edward VI School in Lichfield
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Community infrastructure
<b>Resource description/profile</b>	The King Edward VI School in Lichfield.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation</b>	<p>Impact: The catchment for the King Edward VI School in Lichfield encompasses much of the CFA22 area around Whittington Heath, Whittington, Huddlesford and communities at Hints and Weeford to the south. Routes from these areas to access the school will be crossed by the Proposed Scheme and works could generate isolation effects for the School.</p> <p>Duration: Up to 5 years and 10 months</p>
<b>Assessment of magnitude</b>	<p>No road closures, except for overnight or weekend closures will be required in any of these areas. The traffic and transport assessment has concluded that there will be no significant delays or congestions affecting journeys from Whittington.</p> <p>The magnitude of impact is negligible based on the results of the traffic and transport assessment.</p>
<b>Relevant receptors</b>	The Secondary School as a community organisation.
<b>Assessment of sensitivity of receptor(s) to impact</b>	<p>Sensitivity rating: low as the proportion of the catchment likely to be affected in any way is low. Most of the pupils attending the school reside in the Boley Park and Sandfields areas of Lichfield and these pupils will not be affected. Parents are unlikely to remove children from the school on the basis of temporary works in the area.</p>
<b>Significance rating of effect</b>	Negligible effect – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible effect – not significant

## 2.6 Whittington Surgery

Table 6: Whittington Surgery

<b>Resource name</b>	Whittington Surgery
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Community infrastructure
<b>Resource description/profile</b>	A medical surgery located at the Whittington Village Hall, part of the Langton Medical Group. The catchment area includes: Lichfield, Longdon, Longdon Green, Whittington, Elford and Wall.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation</b>	<p>Impact: Some disruption to local routes within catchment which may affect access, including works at Cappers Lane, Darnford Lane, and Lichfield Road.</p> <p>Duration: Up to 3 years and 3 months</p>
<b>Assessment of magnitude</b>	<p>No road closures in the Whittington area will be required except for overnight or weekend closures during the tie in of newly built carriageways. The traffic and transport assessment has concluded that the works in this area will not give rise to significant delays or congestion affecting access to the surgery.</p> <p>Some rerouting of traffic around the works at Lichfield Road will be required and some roads will also need to be crossed by construction traffic moving materials and equipment along the railway haul route.</p> <p>The magnitude of impact is negligible, based on the results of the traffic and transport assessment.</p>
<b>Relevant receptors</b>	Patients registered at the practice.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Sensitivity rating: Medium, as whilst many of the patients will reside in Whittington itself, given the extensive rural coverage, a proportion of patients will continue to travel in from outlying areas.
<b>Significance rating of effect</b>	Negligible effect – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible effect – not significant

## 2.7 Whittington Primary School

Table 7: Whittington Primary School

<b>Resource name</b>	Whittington Primary School
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Community infrastructure
<b>Resource description/profile</b>	Rural primary school situated on the outskirts of Whittington Village with 270 pupils on roll. 129 pupils reside in Whittington – 48%. 37 (14%) reside in Lichfield and six reside in Hints (2%) one resides in Weeford (0%) and 97 (36%) reside elsewhere.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation</b>	<p>Impact: Works to roads on the west side of Whittington could affect access to the Primary School from children out of the catchment area and at the same time, works in the Hints and Weeford area to the south will also affect access from the southern part of the defined priority catchment area for the school.</p> <p>Duration: Up to 1 year</p>
<b>Assessment of magnitude</b>	<p>No roads in this area will be closed during the works except for brief overnight or weekend closures during the tie in of newly built carriageways. The traffic and transport assessment concluded that construction of the Proposed Scheme will not give rise to any significant delays or congestion affecting journeys to the school.</p> <p>The magnitude of impact is negligible based on the results of the traffic and transport assessments.</p>
<b>Relevant receptors</b>	The School as a community organisation.
<b>Assessment of sensitivity of receptor(s) to impact</b>	<p>Approximately 16% of the school's pupils depend upon routes to the west and south of Whittington which are crossed by the Proposed Scheme and the majority of the catchment will be unaffected.</p> <p>Sensitivity rating: Low</p>
<b>Significance rating of effect</b>	Negligible effect – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible effect – not significant



## 2.8 Ellfield House outbuilding with extant planning permission

Table 8: Ellfield House Outbuilding with Extant Planning Permission

<b>Resource name</b>	Ellfield House Outbuilding with Extant Planning Permission
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Outbuilding within the grounds of Ellfield House, Lichfield Road, currently in the process of being converted to residential use.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Demolition</b>	Impact: The property will need to be demolished to accommodate the earthworks for the Proposed Scheme  Duration: Permanent
<b>Assessment of magnitude</b>	The magnitude of impact is negligible, as a single property affected.
<b>Relevant receptors</b>	Residents and owners
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.9 High View, Darnford Lane

Table 9: Residential properties off Darnford Lane

<b>Resource name</b>	High View, Darnford Lane
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	A single residential property situated on south side of Darnford Lane and to the east of the Proposed Scheme
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	<p>Impact: slight temporary effect at Highview caused by works to realign Darnford Lane and utilities which run alongside the highway. The land required will be returned back upon completion of the works.</p> <p>Duration: Three years</p>
<b>Assessment of magnitude</b>	The magnitude of impact is negligible as a single property is affected.
<b>Relevant receptors</b>	Residents and owners
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.10 Whittington Hill Farm and Whittington Hill House

Table 10: Whittington Hill Farm and Whittington Hill House

<b>Resource name</b>	High View, Darnford Lane
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Whittington Hill Farm and Whittington Hill House, Darnford Lane
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	<p>Impact: Land is temporarily required across the access to these properties in order to realign their entrance. The land required does not encroach into domestic garden areas and is not therefore treated as a loss of land from residential land curtilage.</p> <p>Duration: Three years</p>
<b>Assessment of magnitude</b>	The magnitude of impact is negligible as fewer than five properties are affected.
<b>Relevant receptors</b>	Residents and owners
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Negligible effect – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible effect – not significant

## 2.11 The Barn, Linden Byre and The Bungalow at Fulfen Farm

Table 11: The Barn, Linden Byre and The Bungalow at Fulfen Farm

<b>Resource name</b>	The Barn, Linden Byre and The Bungalow at Fulfen Farm
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Three properties at Fulfen Farm, south of Cappers, namely The Barn, Linden Byre and The Bungalow.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Temporary loss of land</b>	Impact: Works to tension overhead electricity power lines to modify pylon towers will require some operations on land within this area.  Duration: two periods totalling 2 months over a period of 15 months
<b>Assessment of magnitude</b>	It is assumed that there will be no requirement to encroach directly into any of the domestic curtilages.  The magnitude of impact is negligible
<b>Relevant receptors</b>	Residents
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.12 Mill Farm and Mill House

Table 12: Mill Farm and Mill House

<b>Resource name</b>	Mill Farm and Mill House
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Mill Farm and Mill House, which are situated on the south side of Darnford Lane, just east of the A38
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Temporary loss of land</b>	<p>Impact: Works to tension overhead electricity power lines to modify pylon towers will require some operations on land within this area.</p> <p>Duration: two periods totalling 2 months over a period of 15 months</p>
<b>Assessment of magnitude</b>	<p>It is assumed that there will be no requirement to encroach directly into any of the domestic curtilages.</p> <p>The magnitude of impact is negligible</p>
<b>Relevant receptors</b>	Residents
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.13 Ivy Cottage, Broad Lane

Table 13: Ivy Cottage

<b>Resource name</b>	Ivy Cottage, Broad Lane
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Residential property situated on the south side of Broad Lane to the west of the Proposed Scheme and the proposed Fulfen Wood South Embankment and Broad Lane underbridge.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: Permanent loss of land from part of garden curtilage and demolition of outbuildings belonging to the property.  Duration: Permanent
<b>Assessment of magnitude</b>	The magnitude of impact is negligible as a single property is affected at this location.
<b>Relevant receptors</b>	Residents and owners
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.14 Barn Farm, Broad Lane

Table 14: Barn Farm, Broad Lane

<b>Resource name</b>	Barn Farm, Broad Lane
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Barn Farm, Broad Lane
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Temporary loss of land</b>	<p>Impact: Works to tension overhead electricity power lines to modify pylon towers will require some operations on land within this area.</p> <p>Duration: two periods totalling 2 months over a period of 15 months</p>
<b>Assessment of magnitude</b>	<p>Works to tension overhead electricity power lines and modify pylon towers will require some operations on land within this area. The boundary of land identified includes part of the garden of Barn Farm. However, it is assumed that in practice there will be no requirement to encroach directly into this domestic curtilage.</p> <p>The magnitude of impact would be negligible</p>
<b>Relevant receptors</b>	Residents
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.15 Darnford Moors Golf Club

Table 15: Residential properties at Darnford Moors Golf Club

<b>Resource name</b>	Darnford Moors Golf Club
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreational Infrastructure
<b>Resource description/profile</b>	Darnford Moors Golf Club has two 9-hole courses, a short play Academy Course, together with the 9-hole, par-34 Moors course. There is a club house and restaurant included as part of the facilities. A driving range belonging to the Club is situated on land on the south side of Darnford Lane.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: Access to about 45,420 square metres (4.5ha) of land would be required temporarily for the tensioning and reinforcement of overhead power cables.  Duration: two periods totalling 2 months over a period of 15 months
<b>Assessment of magnitude</b>	The area affected is the Moors Golf Course. The land would be required to access the overhead power cables bisecting the golf course for a short period of time within the overall 15 month programme for the diversion works. During this time approximately 7 of the 9 holes would be unplayable likely resulting in the temporary closure of the golf course. There will be no encroachment into the Academy Course or Driving Range.  The magnitude of impact would be medium as it will require closure of some facilities at the Golf Club for a temporary period of time
<b>Relevant receptors</b>	Club members and members of the public
<b>Assessment of sensitivity of receptor(s) to impact</b>	There are limited alternatives nearby (Whittington Heath Golf Club, Lichfield Golf and Country Club), but these will also be impacted by loss of land during construction of the Scheme.  Sensitivity rating: Medium
<b>Significance rating of effect</b>	Moderate adverse – significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Moderate adverse – significant



## 2.16 Residents of Huddlesford

Table 16: Residents of Huddlesford

<b>Resource name</b>	Residents of Huddlesford
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Community
<b>Resource description/profile</b>	Residents of Huddlesford.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation</b>	Impact: Non-significant traffic disruption along Broad Lane.  Duration: 18 months
<b>Assessment of magnitude</b>	Residents will be affected by works to Broad Lane, which connects the small hamlet to Lichfield to the west. As explained in the traffic and transport section of this report (Section 12) these works will not result in any significant increase in congestion or delays for drivers. Traffic will be rerouted slightly around the work site until completion of the underbridge and signal controls will be required to allow construction vehicles to cross the road.  The magnitude of impact would be low
<b>Relevant receptors</b>	Residents
<b>Assessment of sensitivity of receptor(s) to impact</b>	There are limited alternative routes.  Sensitivity rating: Medium
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – significant

## 2.17 Lichfield Cruising Club

Table 17: Lichfield Cruising Club

<b>Resource name</b>	Lichfield Cruising Club
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreation
<b>Resource description/profile</b>	<p>Lichfield Cruising Club is a recreational club for boat owners. It leases waters in the Wyrley and Essington Canal for private recreational moorings for boat owners. There are 67 moorings along both the Wyrley and Essington Canal and the Coventry Canal and the club has about 165 members and is full to capacity with a waiting list for new members.</p> <p>There is a slipway and an area at Cappers Lane which is used for parking and maintenance of boats by members. There is a club house in the converted Canal cottages used for social events. Events are held on leased land adjacent to moorings, e.g. Huddlesford Gathering, which is a popular and well attended canal heritage event which is held on alternate years.</p> <p>Moorings are recreational with occupation limited to up to two weeks at a time</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	<p>Impact: 246 square metres of land is temporarily required for construction of the railway, Fulfen Wood south embankment and Cappers Lane viaduct.</p> <p>Duration: At least 18 months</p>
<b>Assessment of magnitude</b>	<p>The land affected includes the Cruising Club's slipway and boat maintenance area and adjacent car parking. In addition, as the area required for construction extends across a section of the canal immediately to the north of Cappers Lane which may necessitate the temporary loss of a small number of the moorings in this area.</p> <p>The magnitude of effect is medium as the loss of this area during construction will partially compromise the functioning of the club.</p>
<b>Relevant receptors</b>	Members of the club and canal users
<b>Assessment of sensitivity of receptor(s) to impact</b>	Sensitivity rating: Medium, given that this is the Club's main slipway and maintenance area for which there are no suitable alternatives for the Club to use. Demand for moorings in the Whittington to Handsacre area is high, but the recently opened Kings Orchard Marina at Streethay is increasing availability.
<b>Significance rating of effect</b>	Moderate adverse – significant
<b>Impact 2: Loss of land</b>	<p>Impact: 4,044 square metres of land is permanently required for construction of the railway, Fulfen Wood south embankment and Cappers Lane viaduct.</p> <p>Duration: Permanent</p>
<b>Assessment of magnitude</b>	<p>Whilst the limits of land include all of the car park and area used for boat maintenance and access to the slipway, in practice only the space required for one of the viaduct supporting piers is likely to be lost permanently; however, the presence of this structure will potentially constrain use of the remaining space and the ability to manoeuvre boats and vehicles accessing the slipway. The field leased by the Cruising Club adjacent to the junction of the Wyrley and Essington Canal and the Coventry Canal, will be designated as common land which will constrain access and use of the land and reduce the area available exclusively to the Cruising Club.</p> <p>The magnitude of impact is medium</p>
<b>Relevant receptors</b>	Members of the club and canal users

<b>Resource name</b>	Lichfield Cruising Club
<b>Assessment of sensitivity of receptor(s) to impact</b>	There are limited areas where the boat maintenance area could be relocated to due to the requirement for canal access.  Significant rating: Medium
<b>Significance rating of effect</b>	Moderate adverse – significant
<b>Proposed mitigation options for significant effects</b>	Impact 1: No further mitigation identified.  Impact 2: No further mitigation identified.
<b>Residual effect significance rating</b>	Impact 1: Moderate adverse – significant  Impact 2: Moderate adverse – significant

## 2.18 Users of the Coventry Canal and towpath

Table 18: Users of the Coventry Canal and towpath

<b>Resource name</b>	Users of the Coventry Canal and towpath
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreational route
<b>Resource description/profile</b>	Canal and towpath
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Two sections of the canal and towpath, each approximately 100m in length, fall within the area required temporarily for the construction of the Proposed Scheme.  Duration: Overnight closure
<b>Assessment of magnitude</b>	Both the canal and the towpath will be maintained throughout the works in this section, albeit with some temporary scaffolding and netting spanning the routes during the power line diversion works overhead.  Magnitude of impact: negligible
<b>Relevant receptors</b>	Users of the canal
<b>Assessment of sensitivity of receptor(s) to impact</b>	Users of the canal and towpath are sensitive to closure.  Sensitivity rating: medium
<b>Significance rating of effect</b>	Negligible – not significant
<b>Impact 2: Reduction in amenity</b>	Impact: Affected by significant visual impacts during construction works but are not expected to be subject to significant noise levels impacts from the stockpiling area immediately south of the South Staffordshire Line.  Duration: Six years
<b>Assessment of magnitude</b>	The magnitude of impact is negligible
<b>Relevant receptors</b>	Recreational users of the canal and towpath
<b>Assessment of sensitivity of receptor(s) to impact</b>	A reduction of amenity for recreational users of the canal and towpath will not prevent use of the facility but would reduce the appeal of the route.  Sensitivity rating: Low
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	Impact 1: No further mitigation identified.  Impact 2: No further mitigation identified.
<b>Residual effect significance rating</b>	Impact 1: Negligible – not significant  Impact 2: Negligible – not significant

## 2.19 Kings Orchard Marina, Streethay

Table 19: Kings Orchard Marina, Streethay

<b>Resource name</b>	Kings Orchard Marina, Streethay
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreation
<b>Resource description/profile</b>	Marina with 45 moorings, each equipped with a bollard providing water and metered electricity and low level lighting, and associated facilities buildings providing showers and toilets and Elsan unit. Capacity expected to increase to 89 narrow boats in 2014. The extant planning permission allows for the formation of up to 130 berths.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation</b>	Impact: The access track to the marina would be required for the use of construction traffic for the diversion of overhead power cables.  Duration: Six years
<b>Assessment of magnitude</b>	The marina would be able to continue operating and access would be maintained.  The magnitude of impact would be low
<b>Relevant receptors</b>	Users of the marina
<b>Assessment of sensitivity of receptor(s) to impact</b>	Alternative moorings at Lichfield Cruising Club will also be impacted by loss of land further increasing competition for alternative moorings.  Sensitivity rating: Medium
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.20 Horsepower Equestrian Centre (riding school)

Table 20: Horsepower Equestrian Centre (Riding School)

<b>Resource name</b>	Horsepower Equestrian Centre (riding school)
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreational Infrastructure – Sports
<b>Resource description/profile</b>	Riding school and livery yard catering for all ages and also a pony club centre. Offers pony parties and school holiday events. Indoor and outdoor school facilities.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Temporary Loss of land</b>	Impact: 31,777 square metres (3.2ha) of land is temporarily required for construction of the stockpiling area and the Streethay Viaduct Satellite Compound.  Duration: Six years
<b>Assessment of magnitude</b>	All of the grazing paddocks and the teaching ring to the south of the South Staffordshire Line are required for the stockpiling area, and a further area of grazing land north of the South Staffordshire Line is required for the Streethay Viaduct Satellite Compound resulting in displacement of use. The loss of approximately 50% of the current grazing land and the schooling ring would mean the facility would not be able to operate at the current capacity.  The magnitude of impact is high.
<b>Relevant receptors</b>	Users of the facility
<b>Assessment of sensitivity of receptor(s) to impact</b>	The loss of grazing land from the Equestrian Centre will impact on arrangements for keeping horses at the site, both in terms of feeding and turn-out regimes. Also the loss of the outdoor teaching arena will reduce the space and capacity for riding lessons and other activities at the centre. From a user perspective, there are limited alternatives available offering comparable facilities. This is a well used resource with a full programme of lessons and events.  Sensitivity rating: Medium
<b>Significance rating of effect</b>	Major adverse – significant
<b>Impact 2: Permanent Loss of land</b>	Impact: 8,796 square metres (0.8ha) of land would be required for landscaping and planting beneath and alongside the Streethay viaduct structure.  Duration: Permanent
<b>Assessment of magnitude</b>	The magnitude of impact would be low as only a small area of the overall grazing land will be lost permanently.
<b>Relevant receptors</b>	Users of the facility, pupils, pony club members, visitors and horse owners.
<b>Assessment of sensitivity of receptor(s) to impact</b>	The land which will be affected is currently used for grazing, but once the other land which is required temporarily during construction is returned to the equestrian centre, then the area lost permanently will represent a small proportion of the overall grazing available and is unlikely to compromise the overall functioning of the centre.  This is a well used resource with a regular programme of events and activities.  Sensitivity rating: Medium
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	Impact 1: No further mitigation identified.  Impact 2: No further mitigation identified.

Resource name	Horsepower Equestrian Centre (riding school)
Residual effect significance rating	Impact 1: Major adverse – significant Impact 2: Minor adverse – not significant

## 2.21 Six dwellings at Streethay

Table 21: Six dwellings at Streethay

<b>Resource name</b>	Six dwellings at Streethay
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Six dwellings at Streethay, namely Field Cottage, Streethay Cottage, Elverceter, Rough Stockings, Hill Farm and the dwelling at the extant planning permission for a new dwelling at Hill Farm.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Demolition</b>	Impact: Total loss of dwellings and residential plots Duration: Permanent
<b>Assessment of magnitude</b>	The magnitude of impact is low based on the number of dwellings affected.
<b>Relevant receptors</b>	Residents
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Moderate adverse – significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Moderate adverse – significant



## 2.22 Residents of Fradley

Table 22: Residents of Fradley

<b>Resource name</b>	Residents of Fradley
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residents
<b>Resource description/profile</b>	Residents of Fradley dependent upon facilities at Lichfield, particularly access to the Friary School (Secondary).
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Isolation</b>	<p>Impact: Potential disruption to journeys to access the secondary school at Lichfield due to the Proposed Scheme crossing the A38 and Wood End Lane/Netherstowe Lane which are the two key routes used for these trips on a daily basis.</p> <p>Duration: Five years and 10 months</p>
<b>Assessment of magnitude</b>	<p>The traffic and transport assessment has predicted a substantial increase in construction traffic on the A38, but does not conclude that this traffic together with the engineering works will result in significant delays or congestion. The A38 will have some lane closures and contraflows during the construction period. The realignment of Wood End Lane and the new underbridge will be built off-line and can be phased in such a way to limit disruption to road users. Signal controls may be needed in places at Wood End Lane to facilitate the crossing of the highway by construction plant and machinery.</p> <p>The magnitude of impact is negligible, based on the results of the traffic and transport assessment.</p>
<b>Relevant receptors</b>	Secondary school pupils residing in Whittington
<b>Assessment of sensitivity of receptor(s) to impact</b>	<p>Trips are made on a daily basis and all families with children of secondary age will be affected. As works at Wood End Lane will be completed mostly ahead of the Streethay Viaduct works, residents will be able to access Lichfield via Netherstowe Lane as an alternative route to the A38 if necessary.</p> <p>Sensitivity rating: Medium</p>
<b>Significance rating of effect</b>	Negligible effect – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible effect – not significant

## 2.23 Sustrans National Cycle Route No. 54

Table 23: Sustrans Route 54

<b>Resource name</b>	Sustrans Route 54
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	National Cycle Route, which runs along the highways of Netherstowe lane and Wood End Lane.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	<p>Impact: The boundary of land required for the construction and operation of the Proposed Scheme incorporates a section of both Netherstowe Lane and Wood End Lane at Fradley. The Proposed Scheme makes provision to permanently realign Wood End Lane to pass beneath the new railway and also to modify its junction with Netherstowe lane. There will be no permanent severance of the road and the cycle route.</p> <p>The realignment will be constructed off line so that the route will remain continuously open.</p> <p>Duration: Permanent</p>
<b>Assessment of magnitude</b>	The magnitude of impact is negligible.
<b>Relevant receptors</b>	Residents
<b>Assessment of sensitivity of receptor(s) to impact</b>	Sensitivity rating: Low
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant

## 2.24 Curborough Sprint Course

Table 24: Curborough Sprint Course

<b>Resource name</b>	Curborough Sprint Course
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreational Infrastructure – Sports
<b>Resource description/profile</b>	Curborough Sprint Course is a Motor Sports Association licensed track venue that holds sprint meetings and race events for modern and classic cars.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: 3,994 square metres (0.4ha) of land would be required to construct the Wood End Lane realignment and the modification to its junction with Netherstowe Lane  Duration: Permanent
<b>Assessment of magnitude</b>	The area of land that will be affected is the entrance to the track and its access from Netherstowe Lane. The works will not encroach on to the race circuit itself and the Proposed Scheme makes provision to realign the entrance track for the track. It is envisaged that the works in this area will be undertaken having regard to the programme of events at the track so that there will be no loss of use or disruption to events.  The magnitude of impact is low as it will not significantly impair the functioning of this resource.
<b>Relevant receptors</b>	Competitors, spectators, and staff
<b>Assessment of sensitivity of receptor(s) to impact</b>	An unusual facility with few or no alternatives in the vicinity.  Sensitivity rating: Medium, as a well used resource with limited alternatives or alternative access points which can be used during the works.
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.25 Users of the Trent and Mersey Canal and towpath at Wood End Lock

Table 25: Users of the Trent and Mersey Canal and towpath at Wood End Lock

<b>Resource name</b>	Users of the Trent and Mersey Canal and towpath at Wood End Lock
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreational route
<b>Resource description/profile</b>	Canal and towpath users including pedestrians and cyclists
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Temporary loss of land</b>	Two sections of the canal and towpath fall within the area identified as being required for the construction and operation of the Proposed Scheme.  Duration: Permanent
<b>Assessment of magnitude</b>	No closures of the canal and towpath are anticipated except for the occasional overnight closure during operations to lift viaduct beams into place their inclusion within the boundary will have a negligible effect on their function.  The magnitude of impact is negligible.
<b>Relevant receptors</b>	Users of the canal and towpath
<b>Assessment of sensitivity of receptor(s) to impact</b>	Users of the canal and towpath are sensitive to closure.  Sensitivity rating: medium
<b>Significance rating of effect</b>	Negligible – not significant
<b>Impact 2: Temporary loss of land</b>	Two sections of the canal and towpath fall within the area identified as being required for the construction and operation of the Proposed Scheme.  Duration: 13 months
<b>Assessment of magnitude</b>	These areas are shown as being permanently required, the Proposed Scheme will require overnight closures during operations to lift viaduct beams into place. During construction, it is anticipated that appropriate scaffolding will be provided to protect and maintain the routes throughout.  The magnitude of impact is negligible.
<b>Relevant receptors</b>	Users of the canal and towpath
<b>Assessment of sensitivity of receptor(s) to impact</b>	Users of the canal and towpath are sensitive to closure.  Sensitivity rating: medium
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	Impact 1: No further mitigation identified.  Impact 2: No further mitigation identified
<b>Residual effect significance rating</b>	Impact 1: Negligible – not significant  Impact 2: Negligible – not significant

## 2.26 Moorings on the Trent and Mersey Canal at Wood End Lock

Table 26: Moorings on the Trent and Mersey Canal at Wood End Lock

<b>Resource name</b>	Moorings on the Trent and Mersey Canal at Wood End Lock
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreational Moorings
<b>Resource description/profile</b>	Recreational moorings for approximately 15 boats located adjacent to Wood End Lock Cottage
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: During construction, moorings beneath the viaduct construction area will need to be closed temporarily which accounts for approximately 3-5 of the 10 moorings in this location.  Duration: 13 months
<b>Assessment of magnitude</b>	The magnitude of impact is high, in light of their complete loss for an extended period of time.
<b>Relevant receptors</b>	Canal users mooring in this location.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Moorings in this area are well subscribed and there is a high level of demand for places. Whilst there are alternative mooring locations in the area, there is little if any spare capacity available. It is possible that the moorings, subject to relevant consents, can be relocated further along the canal and away from the construction works.  Sensitivity rating: Medium
<b>Significance rating of effect</b>	Major adverse – significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Major adverse – significant

## 2.27 Ravenshaw House

Table 27: Ravenshaw Cottage

<b>Resource name</b>	Ravenshaw House
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Residential dwelling namely Ravenshaw House off Cappers Lane.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: Loss of garden land from residential property due to earthworks for the Proposed Scheme.  Duration: permanent
<b>Assessment of magnitude</b>	The magnitude of impact is negligible given a single dwelling is affected.
<b>Relevant receptors</b>	Residents and owners
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.28 Delta Force Paintballing Centre

Table 28: Delta Force Paintball

<b>Resource name</b>	Delta Force Paintball, Wood End Lane
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreation
<b>Resource description/profile</b>	Paintball game centre operating within Vicar's Coppice
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Temporary Loss of land</b>	Impact: 3,714 square metres (0.4ha) of land is required for the construction of the realignment of the A515 Lichfield Road and the associated underpass. 1,705 square metres.  Duration: 15 months
<b>Assessment of magnitude</b>	The land required for construction will reduce the overall playing area for the facility slightly, but will not preclude continued use of the site paintballing activities.  The magnitude of impact is low.
<b>Relevant receptors</b>	Users of the facility for recreation.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Whilst this is a well used facility, there are other comparable alternatives in the wider catchment, including to the south of Lichfield near Sutton Coldfield.  Sensitivity rating: Medium
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Impact 2: Permanent Loss of land</b>	Impact: 2,009 square metres (0.2ha) of land will be permanently required for the construction of the realignment of the A515 Lichfield Road and the associated underpass.  Duration: Permanent
<b>Assessment of magnitude</b>	The land required for construction will reduce the overall playing area for the facility, but will not limit play.  The magnitude of impact is negligible as play can continue at the site without any significant inconvenience or impairment of the resource.
<b>Relevant receptors</b>	Users of the facility for recreation.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Sensitivity rating: Medium
<b>Significance rating of effect</b>	Negligible effect
<b>Proposed mitigation options for significant effects</b>	Impact 1: No further mitigation identified.  Impact 2: No further mitigation identified.
<b>Residual effect significance rating</b>	Impact 1: Minor adverse – not significant  Impact 2: Negligible effect

## 2.29 Kings Bromley Marina

Table 29: Kings Bromley Marina

<b>Resource name</b>	Kings Bromley Marina
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreation
<b>Resource description/profile</b>	A marina offering for 275 narrow boat leisure moorings and associated facilities with access to the Trent and Mersey Canal. The facility is currently approximately 90% occupied.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of Land</b>	Impact: There would be a small loss of land along the boundary of the Kings Bromley Marina  Duration: 6 months
<b>Assessment of magnitude</b>	The area of land that would be temporarily used for the construction of the proposed scheme would not affect the operation of the marina.  The magnitude of impact is negligible.
<b>Relevant receptors</b>	Users and staff of the marina
<b>Assessment of sensitivity of receptor(s) to impact</b>	Users of the facility would be able to continue to use the facility but the appeal of the facility may be reduced.  Sensitivity rating: Medium
<b>Significance rating of effect</b>	Negligible – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Negligible – not significant



## 2.30 Lichfield Golf and Country Club

Table 30: Lichfield Golf and Country Club

<b>Resource name</b>	Lichfield Golf and Country Club
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Recreational Infrastructure
<b>Resource description/profile</b>	Lichfield Golf Course is an 18-hole par-72 golf course with a club house, cafe-bar, wedding venue, driving range, and health and fitness centre.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: 15,068 square metres (1.5ha) of land will be temporarily required to realign the overhead power cables crossing the golf course.  Duration: 2 months over a period of 15 months
<b>Assessment of magnitude</b>	The area of land required temporarily around the pylons will not affect the adjacent 2nd, 6th and 8th greens but will encroach slightly into the 9th tee area. As works to the pylon are not anticipated to take more than 2 months over a period of 15 months, the impact on the golf course and its users will be minor and not significant. It is assumed that no scaffolding or netting is required beneath the cables between the towers and so no loss of use of fairways crossed by the power lines (2nd hole).  The magnitude of impact would be low.
<b>Relevant receptors</b>	Club members and members of the public
<b>Assessment of sensitivity of receptor(s) to impact</b>	Lichfield Golf Course is well used with approximately 4,000 members. There are limited comparable alternatives in the vicinity (Darnford Moors Golf Club, and Whittington Heath Golf Club) but these are both affected by loss of land to a greater extent by the Proposed Scheme and do not have the same facilities overall.  Sensitivity rating: Medium
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.31 Hanch Wood House

Table 31: Hanch Wood House

<b>Resource name</b>	Hanch Wood House
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Single residential dwelling.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Demolition</b>	Impact: Total loss of dwelling and residential plot  Duration: Permanent
<b>Assessment of magnitude</b>	The magnitude of impact is negligible as a single dwelling affected
<b>Relevant receptors</b>	Residents
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.32 Ashton Hayes Farm

Table 32: Ashton Hayes Farm

<b>Resource name</b>	Ashton Hayes Farm
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Residential property situated between Tuppenhurst Lane and the West Coast Main Line.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: Permanent loss of land from part of garden curtilage.  Duration: Permanent
<b>Assessment of magnitude</b>	The magnitude of impact is negligible as a single property is affected at this location.
<b>Relevant receptors</b>	Residents and owners
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

## 2.33 29 Chestnut Close, Handsacre

Table 33: 29 Chestnut Close, Handsacre

<b>Resource name</b>	29 Chestnut Close, Handsacre
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Residential dwelling namely 29 Chestnut Close at Handsacre.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: Loss of land</b>	Impact: slight encroachment into property boundary caused by works to the culvert to the south of the property.  Duration: Permanent
<b>Assessment of magnitude</b>	The magnitude of impact is negligible as a single property affected.
<b>Relevant receptors</b>	Residents and owners
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residential dwelling therefore sensitivity rating is high
<b>Significance rating of effect</b>	Minor adverse – not significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Minor adverse – not significant

### 3 Community impact assessment record sheets – operation

#### 3.1 Residential properties at Lichfield Road Whittington and Darnford Lane, west of Whittington

Table 34: Residential properties at Lichfield Road Whittington and Darnford Lane, west of Whittington

<b>Resource name</b>	Residential properties at Lichfield Road Whittington and Darnford Lane, west of Whittington
<b>Community forum area</b>	CFA22 – Whittington to Handsacre
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Eight residential properties, namely: Ellfield Lodge, Ellfield House and Ellfield Cottage which are situated to the east of the Proposed Scheme at Lichfield Road; Marsh Cottage which is situated to the west of the Proposed Scheme at Marsh Lane; and Marsh Farm, Whittington Hill House, Whittington Hill Farm (including the extant permission for a second dwelling at this location), Rodrest and High View which are situated on either side of the Proposed Scheme at Darnford Lane.
<b>Assessment year</b>	Operation phase (2026+)
<b>Impact 1: Reduction of amenity</b>	Impact: A combination of significant visual impacts due to the presence of the Darnford Lane Overbridge and false cutting north and south of the bridge and noise impacts from the operation of high speed trains.  Duration: Permanent
<b>Assessment of magnitude</b>	The magnitude of the impact is medium.
<b>Relevant receptors</b>	Residents and visitors
<b>Assessment of sensitivity of receptor(s) to impact</b>	Residents and visitors of domestic dwellings are sensitive to a reduction of amenity.  Sensitivity rating: High
<b>Significance rating of effect</b>	Major adverse – significant
<b>Proposed mitigation options for significant effects</b>	No further mitigation identified.
<b>Residual effect significance rating</b>	Major adverse – significant

## 4 Open space survey/Public rights of way survey results

### 4.1 Survey process

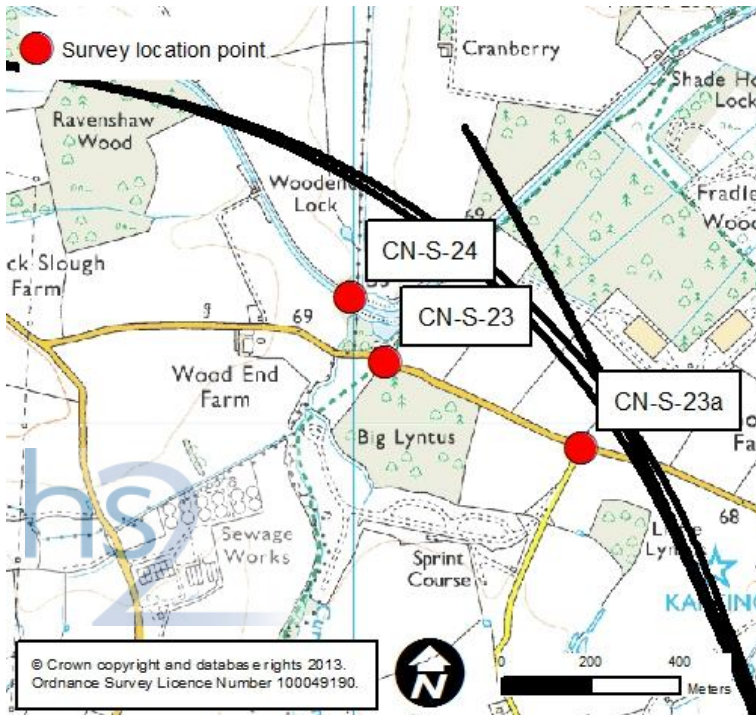
- 4.1.1 Open space and PRow surveys, have been undertaken to collect primary survey data on the use of open spaces and promoted walks, cycleways, bridleways or byways that may be affected by the Proposed Scheme. The information collected helped to identify the sensitivity of the open spaces and promoted routes and their users to potential losses, isolation or and/or amenity effects.
- 4.1.2 For the open space surveys, a consistent sample frame has been used. This includes a minimum of four 15min surveys on a weekend day during the summer season 2012 and a minimum of four 15min surveys on a weekday during the autumn season 2012. Summer surveys were designed to capture peak usage while the week day surveys were designed to capture more typical usage. Weekend surveys were designed to capture peak usage while the weekday surveys were designed to capture more typical usage. Some surveys also took place during late spring 2013 (where the need for a survey arose after the main survey programme). The 15min surveys of open spaces were undertaken between the hours of 08:00 and 18:00 at weekends and 07:00 and 19:00 on weekdays, with timings chosen to capture peak usage. Weather conditions were recorded during each survey and the undertaking of surveys during adverse weather conditions, including rain and abnormally cold/inclement weather, was avoided.
- 4.1.3 The PRow surveys took place on one weekend day (continuously from 08:00 to 18:00) in rural areas or one weekday (continuously from 07:00 to 19:00) in urban areas, with all users of the PRow counted during those time periods. Users that came and returned during the course of the survey period along the same PRow would have been counted on the outward and return journey. The PRow surveys were undertaken for the purposes of the traffic and transport assessment. The results were then adapted for the analysis of promoted routes for the community assessment. Weather conditions were not generally recorded by the surveyors for the PRow surveys.

### 4.2 National Cycle Network Route Number 54

#### Site overview

- 4.2.1 The National Cycle Network is a 22,500km nationwide network of walking and cycling routes. National Cycle Route (NCR) 54 when complete will run from Stourport to Derby via Kidderminster, Dudley and Lichfield. The section of NCR 54 impacted by the Proposed Scheme is between Lichfield and Burton Upon Trent, where it passes along Wood End Lane

Figure 1: National Cycle Route 52 – site map



### Relationship between the site and HS2

- 4.2.2 The route of the Proposed Scheme would cross NCR 54 at Wood End Lane, at this point on an embankment, running in an approximate north-south direction.
- 4.2.3 Construction of the Proposed Scheme would result in the permanent diversion of Wood End Lane. The route shall continue to be passable throughout construction through use of localised diversions. A minor increase in journey length is not a significant consideration for such recreational routes.

### Survey dates and times

- 4.2.4 Surveys were undertaken at the following times:
- summer:
    - Saturday 15 September 2012, throughout the day (sunny clear day) – survey point 1.

### Survey points and zones

Table 35: Open space – survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1 (CN-S-23A)	Route South from Wood End Lane	15 minutes	At least 2 hours between surveys.

### Key findings and observations

- 4.2.5 The usage shown in the following sections is total usage for the day.

### Users per day by type

- 4.2.6 There were 138 users observed on the day of the survey, the majority of users were cyclists (94% of users). There were also 8 pedestrians using the route.

Table 36: Number of users at survey point 1

	Pedestrians			Others					Numbers of users for all use types by survey date/time
	Under 16	17-65	65+	Disabled	Horse	Bicycle	Quad Bike	Vehicles	
Summer surveys									
Weekend 15/09/2012	0	8	0	0	0	130	0	0	138

### Summary of key findings

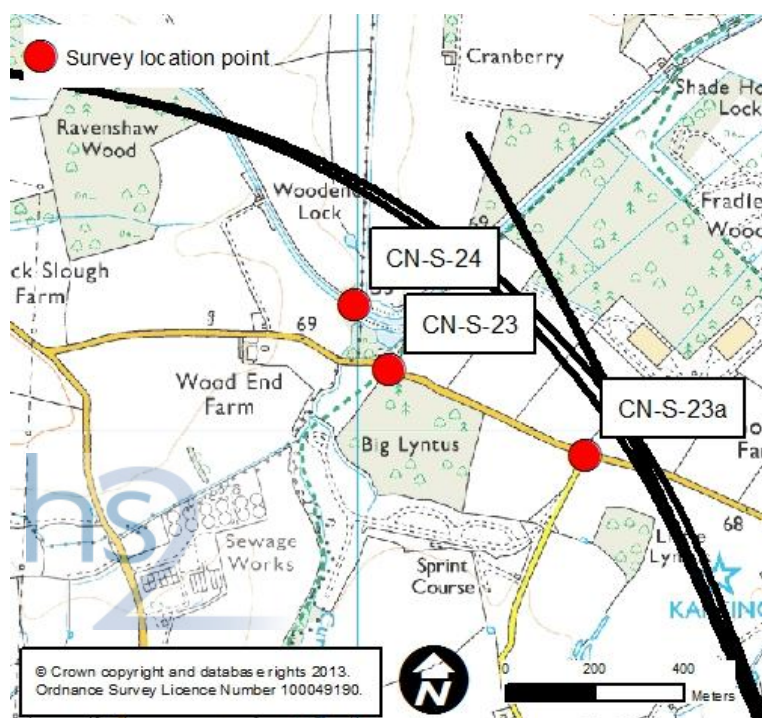
- 4.2.7 Surveys during the weekend summer survey period showed that the path was used by a total of 138 people, 8 pedestrians and 130 cyclists.

## 4.3 Trent Mersey Canal (towpath)

### Site overview

- 4.3.1 The Trent and Mersey Canal links the river Trent to the River Mersey. This section of the canal is located at Fradley approximately 2.1km north east of Lichfield. A public footpath connects the towpath with Wood End lane. This is a well used section of the canal and towpath.

Figure 2: Trent Mersey Canal – Site Map



### Relationship between the site and HS2

- 4.3.2 The route of the Proposed Scheme will cross the Canal twice at Fradley about 500m apart and the Manchester Spur crosses slightly further north. Twin track parallel construction for this section will necessitate significant bridging works.

### Survey dates and times

- 4.3.3 Surveys were undertaken at the following times:



- summer:
  - Saturday 15 September 2012, throughout the day (sunny clear day) (Survey point 1); and
  - Saturday 15 September 2012, throughout the day (sunny clear day) (Survey points 2).

### *Survey points and zones*

Table 37: Open space – survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1	Public Footpath No.44 (CN-S-23)	15 minutes	At least 2 hours between surveys.
Survey point 2	Trent and Mersey Canal towpath (Wood End lock) (CN-S-24)	15 minutes	At least 2 hours between surveys.

### *Key findings and observations*

4.3.4 The usage shown in the following sections is total usage for the day.

#### **Users per day by type**

4.3.5 At survey point 1 a total of 5 users were observed on this section of the Trent and Mersey Canal. All the users that were observed during the survey were pedestrians between the ages of 17-65.

Table 38: Number of users at survey point 1

	Pedestrians			Others					Numbers of users for all use types by survey date/time
	Under 16	17-65	65+	Disabled	Horse	Bicycle	Quad Bike	Vehicles	
Summer surveys									
Weekend 15/09/2012	0	5	0	0	0	0	0	0	5

4.3.6 At survey point 2 a total of 76 users were observed on this section of the Trent and Mersey Canal. The majority of users (59%) were pedestrians between the ages of 17-65, the remaining users were cyclists.

Table 39: Number of users at survey point 2

	Pedestrians			Others					Numbers of users for all use types by survey date/time
	Under 16	17-65	65+	Disabled	Horse	Bicycle	Quad Bike	Vehicles	
Summer surveys									
Weekend 15/09/2012	0	45	0	0	0	31	0	0	76

## Summary of key findings

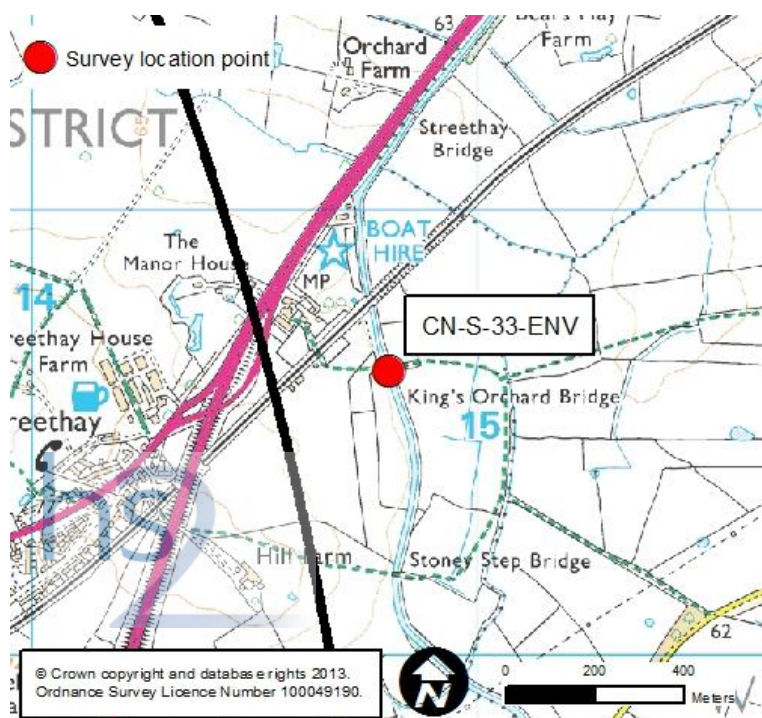
- 4.3.7 Surveys during the weekend summer survey period showed that there were a total of 81 users across the two survey points. The majority of users were pedestrians, although the paths were also well used by cyclists.

## 4.4 Coventry Canal

### Site overview

- 4.4.1 The Coventry Canal is a 65km (38 miles) Canal starting in Coventry and ending to the north at Fradley Junction north of Lichfield where it joins the Trent and Mersey Canal. This section of the canal is located to the east of Streethay.

Figure 3: Coventry Canal – site map



### Relationship between the site and HS2

- 4.4.2 The route doesn't directly impact on the canal/canal towpath.

### Survey dates and times

- 4.4.3 Surveys were undertaken at the following times:

- summer:
  - Saturday 15 September 2012, throughout the day (sunny clear day).

### Survey points and zones

Table 40: Open space – survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1	Coventry Canal towpath	15 minutes	At least 2 hours between surveys.

Key findings and observations

4.4.4 The usage shown in the following sections is total usage for the day.

Users per day by type

4.4.5 No users were observed during the survey.

Table 41: Number of users at survey point 1

	Pedestrians			Others					Numbers of users for all use types by survey date/time
	Under 16	17-65	65+	Disabled	Horse	Bicycle	Quad Bike	Vehicles	
Summer surveys									
Weekend 15/09/2012	0	0	0	0	0	0	0	0	0

Summary of key findings

4.4.6 No users were observed during the survey.